

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7210.3V

CHANGE: Basic

EFFECTIVE DATE: February 14, 2008

TRACKING #: 3B- 17-12-2

SPECIALIST/ROUTING: John Rupp AJR-1333 x3-925-3121

1. PARAGRAPH NUMBER AND TITLE:

17-12-2, RESPONSIBILITIES

2. **BACKGROUND:** The Severe Weather Area (SVRWX) at the David J. Hurley Air Traffic Control System Command Center (ATCSCC) has been dissolved. The National System Strategy Team (NSST) was created to incorporate a number of management functions into one location. Among those functions are the Planner, National En Route Spacing Position (NESP), Tactical Airspace Manager (TAM), International Operations Manager (IOM), Regional Airspace Managers (RAM), and others.

3. **EXPLANATION OF CHANGE:** In addition to the added management functions, the NSST has assumed the previous responsibilities of the ATCSCC severe weather specialist. All references to the severe weather unit and severe weather specialist have been replaced with the NSST. This change cancels and incorporates N JO 7210.667, Changes to FAA Order 7210.3, Chapter 17, Traffic Management National, Center, and Terminal, effective June 16, 2007.

4. CHANGE:

OLD

17-12-2. RESPONSIBILITIES

Title thru 17-12-2a

b. ATCSCC severe weather management specialist shall:

b.2 and b.3

3. Formulate a dynamic severe weather operational plan, Coordinate TM initiatives and alternate routes with all affected facilities.

4. Use, to the extent possible, the following options in the following order when developing an operational plan:

(a) Expanded miles-in-trail initiatives.

(b) Reroutes.

(c) Ground delay programs.

NEW

17-12-2. RESPONSIBILITIES

No Change

b. ATCSCC **NSST must:**

No Change

3. Formulate a dynamic severe weather operational plan **and** coordinate TM initiatives and alternate routes with all affected facilities.

4. Use, to the extent possible, the following options in the following order when developing an operational plan:

(a) **Capping and tunneling initiatives.**

(b) Expanded miles-in-trail initiatives.

(c) Reroutes.

Add

5. Transmit advisories describing the existing or forecast weather conditions, the operational plan, alternate routes, or cancellation thereof.

6. Be the final approving authority for traffic flows and reroutes.

(d) Ground delay programs.

(e) **Airspace flow programs.**

5. Transmit advisories describing the existing or forecast weather conditions, the operational plan, alternate routes, or cancellation thereof.

6. Be the final approving authority for traffic flows, reroutes, **and MIT associated with reroutes.**

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.667 Changes to FAA Order 7210.3, Chapter 17, Traffic Management National, Center, and Terminal, effective June 16, 2007.

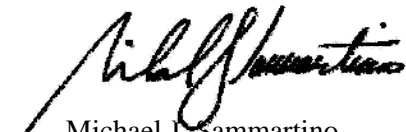
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box.)

☐ Proposed change meets full SMS requirements for safety risk assessment.

☐ (For organizations that have not fully implemented SMS), the proposed change is in accordance with FAAO 1100.161, Air Traffic Safety Oversight, Chapter 5, Paragraph 2 requirements.

☒ Proposed change is not safety related.

Comments:


Michael J. Sammartino
Director, System Operations

Date: